

2. Contractor questions and responses are as follows:

Question: C-3.3.1.1 on Page 36 of the PWS seems to be in conflict with the "Radios" paragraph of Appendix B on page 43 of the PWS. Please clarify who is to provide radios.

Response: All required radio equipment will be provided by the Government. Note change to Section C-3.1.2.1 and C-3.3.1.1, both titled "Radios."

Question: Section K1.01-11 has no NAICS code or small business size standard.

Response: Deferred to DESC-FBP.

Question: Will this contract require the contractor to enter into confined spaces which would necessitate the use of test equipment to monitor oxygen deficient or explosive atmospheres?

Response: To our knowledge, the contractor will not enter into or be required to work within any confined spaces. The contractor will have no responsibility for bulk storage or any spaces associated with those facilities.

Question: C-1.7.1 Contractor, Coverage, shows the operating hours as being from 0700 to 1900 Monday through alternate Fridays, but Table 1, Hours of Operation, shows the hours as 0730 to 1900 with no mention of alternating Fridays. Are these in conflict with each other, or should we staff the hours in paragraph C-1.7.1?

Response: The base indicates the contractor will work a straight 0700 to 1900 shift, five day per week.

Question: C-2.2.2.3.2, Direct Fuel Servicing Equipment states that direct refueling equipment is described in Appendix A, Government Furnished Facilities, but there is no direct refueling equipment listed in the Appendix.

Response: Note that Section C-2.2.2.3.2 has been marked "Reserved."

Question: Are there any ground fuel deliveries required to locations off the installation?

Response: Negative

Question: How does the station receive its fuel? Does it arrive via tanker, to an outside petroleum storage company, who then issues it to the station via pipeline? Is it delivered to operational tanks kept on station?

Response: By truck; however, the Government will perform all receipt and storage functions.

Question: Are there only two (2) 20,000 barrel tanks, operational in use, that the Contractor will maintain, or are there other storage tanks on station for which the Contractor will be responsible. I ask this because the PWS states in C-2.3.1 that Bulk Storage Operations are required under this contract, but it also states that a Fuels Distribution System Operator is NOT required. If C-2.3.1 is a typo, then are the trucks filling up at a fill-stand or from an operational/storage tank?

Response: The contractor's only function at bulk storage is to connect to the facility to fill a refueler or empty a defueler. The Government will perform all receipt and storage functions.

Question: I just want to make sure I am clear in one area, the passenger commuter service referenced in the PWS. Is the Contractor required to replenish the service vehicles with fuel, and if so, from the trucks directly or is there a service station that the trucks deliver to?

Response: The referenced "contracted passenger commuter service" is a NAVAIR shuttle service (a small privately owned/operated air service) that NAVAIR employees between several sites (Patuxent River, Lakehurst, Trenton, etc.). As indicated during the site visit, it is seldom serviced but can request servicing.

Question: At the pre-proposal conference and site visit, it was mentioned that a 2000 gallon tank truck requirement might be forthcoming. This would be a specific addition to the CFE requirements of Section 3.0, and it would take a few days for us to solicit and receive equipment quotes once we know the specific requirement. As of close of business 12 Oct 04, we have not received or seen on the DESC-F website an Amendment addressing this issue. Will there be any additional CFE refueler requirements beyond what is already published in the solicitation?

Response: Discussions with the COR indicate that the required dual product (1000 MUR and 1000 JP5) truck will be sufficient as the product currently being issued to the jet sled tanks is unfiltered JP5. At present, we do not anticipate adding a small capacity JP5 refueler.

Question: I understand that the fuel lab is shared, but is it still a function required by the drivers? Does the COR handle all of the testing, or are the two drivers responsible for testing the trucks?

Response: The COR performs test on those storage and receipt samples he takes and the contract employees test the weekly truck sample they take.

Question: Currently, Maytag has on station the two 8K gallon refuelers and one 2K for that particular testing site? Are the 8k trucks refuelers and defuelers? Is the defuel truck also utilized as ground fuel, or is the defuel product junked after it is received by the contractor, and where?

Response: The current contractor provides 8000-gallon refuel/defuelers, a dual product (1000 MUR and 1000 JP5) ground fuel truck, and the 2000-gallon JP5 truck used to service the jet sled tanks. The dual product truck is capable of defueling and could be used for small defuels with the product being reissued as a ground fuel. Defuels into the 8000-gallon unit is reissued to aircraft. Every effort is made to reissue the product.

Question: Just to clarify: The only accounting function into FAS that the Dispatcher (working manger) does is the truck inventories, issue to aircraft or ground fuel, and defuels? Or, do they gather this information and forward it to Dennis for inputting into the system?

Response: The contract personnel input the standard run data to FAS which is downloaded to the server in the COR's office. Other than taking the issue documents to the COR's office, the contractor has no accounting responsibilities.

Question: How many drivers are currently employed at NAES Lakehurst?

Response: We are not at liberty to discuss manning data.

Question: Does NAES Lakehurst have a station Spill Response Team, and what, if any, contribution does the contractor make to that team?

Response: The contractors responsibility is to contain and mitigate within there limited capabilities and to report a spill. Thereafter the base deals with any spills.

Performance Work Statement (PWS)
NAES Lakehurst
Amendment 0006

1. Make the following changes (in red) to SP0600-04-R-0074. A complete, updated, repaginated, and appropriately numbers contract will be issued ounce the contract is awarded.

Table 1 Hours of Operation

Hours of Operation (by function)			
Function ⁽¹⁾	Monday-Friday	Saturday	Sunday/Holidays
<u>Site Manager (SM)</u>	Working Site Manager , Duties as Required		
<u>Fuel Dispatch Center ⁽³⁾ (D/CO)</u>	0730-1900		
<u>Aircraft Fuel Servicing Operations ⁽⁴⁾ (D/SO)</u>	0730-1900		
<u>Vehicle Maintenance (D/SO (MVM))</u>	0730-1900		
<u>Ground Fuel Delivery ⁽⁵⁾ (D/SO)</u>	0730-1900		
<u>Fuel Laboratory Operations ⁽⁶⁾ (D/SO (FLT))</u>	0730-1900		

- (1) The entry following the functional description is the code for the employee/worker that would normally fill the position applicable to that function. See [Section C-1.9.1, Essential Personnel](#), and [Section C-1.9.2, Service Personnel](#). An indented line of activity indicates it is or may be a collateral duty of the preceding line. The specific time segments, i.e., Ground Fuel Delivery, Monday-Friday, 0700-1900, are provided for basic planning purposes. These specific time spans should not be construed to mean or imply that the function is undertaken only for the specified time indicated. As noted in [Section C-1.7.1, Contract Coverage](#), “the Contractor shall be fully capable of responding to demands for “all” fuel support and services anytime, 24 hours per day, year-round.”
- (2) Not used.
- (3) **Performed by all assigned operators.**
- (4) Includes any and all mobile (truck) hot refueling via pantograph or hose set, and cold refueling/defueling of aircraft assigned to and as may transit, deploy to, or exercise from the contracted activity. Also includes the servicing of facilities and equipment as may be requested by authorized customers. Personnel assigned may include drivers, system operators, a mechanic, and other skilled personnel required and necessary to satisfy aircraft fuel servicing demands and other collateral duties identified herein. FAS/dispatch log data for hours beyond or outside that of the Fuels Dispatch Center may be updated by [D/SO](#) personnel assigned.
- (5) Ground fuel delivery, to include all grades of automotive gasoline, diesel fuel, heating oil, and jet fuel used in lieu of diesel may be a collateral duty to the driver/operators that provide aircraft fuel-servicing support. Ground fuel operations may include scheduled deliveries to outlying equipment sites and fields. Also see [Section C-2.4.3, Alternate Issues, Method, and Manning](#), regarding alternate ground fuel (service station) support operations.
- (6) **A shared laboratory operation. Contract performs testing operation relevant to quality of fuel for truck operations.**

C-1.8.1.1 Knowledge and Skills: The Contractor shall ensure that personnel assigned to all tasks have the requisite knowledge and skills to meet the performance standards for those tasks and comply with all applicable Federal and state laws, regulations, and code. All employees shall be able to read and understand English (be literate) to the extent they can understand and follow oral instructions/directions, read and understand instructions, directives, regulations, and operating procedures, detailed written orders, and training materials, and be capable of writing in English to compose reports that convey complete thoughts. All employees shall be capable of performing basic numeric operations (addition, subtraction, multiplication, and division) and the use of numbers as they relate to ledgers, logs, and forms, meters, gauges, and measuring devises such as tapes, thermometers, hydrometers, and other instruments as may be used during the receipt, handling, inventory and issue of petroleum products. **Additionally, unless compensated equal to the current Joint Travel Regulation (JTR) rate for POV mileage, employees shall not be tasked to or required to use their privately owned vehicle (POV) to travel between work sites. However, employees shall not be tasked, required, or allowed to use their privately owned vehicle (POV) to transport hazardous materials such as fuel samples or sampling equipment between work sites.**

C-1.9.1.4 Site Manager (SM): The Contractor shall employ an experienced **working** site manager. His/her experience shall be relevant to the equipment and facilities assigned and installed and shall include:

- ✓ The management, operation, and maintenance of mobile (aviation and ground) fuel servicing equipment
- ✓ The management, operation, and maintenance of **truck based** direct aviation fuel servicing equipment
- ✓ The quality surveillance of aviation and ground fuel products and support applicable to the contracted activity
- ✓ Aviation and ground fuel inventory and administration principles and practices
- ✓ Practical experience in the management of aircraft fuel servicing operations to include personnel management, scheduling, equipment maintenance, documentation of transactions, basic inventory practices, and the administration of the contracted fuel servicing operation

He/she shall have had a minimum of three (3) years of experience in airfield petroleum services, and fuel servicing equipment maintenance. One year shall have been supervisory experience gained within the five (5) year period immediately prior to the latter of the contract start date or the individuals hiring date. That experience shall be documented supervisory experience and training in operations noted above with emphasis in equipment inspections, flightline operations, maintenance, inventory management, and environmental compliance.

C-1.9.2.1 General: The personnel/position descriptions cited within this section are those deemed necessarily to staff the fuel and cryogenic functions applicable to NAS Patuxent River and its outlying activities. They are statements regarding skills that are required to satisfy specific labor needs for the functions outlined in Table 1, Hours of Operation. Included in each skill category header line is the Department of Labor, Wage, and Hour Division, Service Contract Act Directory of Occupations code applicable to this contract and the skills required. Personnel shall be classified according to the position, job, or function at which they will perform the majority of their duties. These personnel/position descriptions do not necessarily differentiate between supervisory personnel and skilled labor but assume the Contractor will establish the appropriate management, supervisory, and operator/laborer structure best suited to the contracted activity. Also see Section L, Instructions, Conditions, and Notices to Offers or Quoters, Clause L2.31 regarding the identification of labor categories, skills, conformance of skills, collateral duties, and workforce structure. Manning as outlined in the Contractor's final accepted offer and incorporated in the contract, shall establish the PWS/contract staffing levels.

C-1.9.2.1.1 Conformance: In the event there is no wage determination listing for a class of services employee required, cryogenic operators, or full time service station attendants for example, the Contractor shall submit a request to conform to a specific wage determination category to the DESC Contracting Officer with or prior to the submission of the initial offer. All such conformance issues shall be resolved prior to the submission of the final revised offer.

C-1.9.2.3.2 Fuels Automated System (FAS): The incumbent Contractor and successor for a new contract period actively using FAS shall continue to provide FAS qualified dispatch personnel for the new contract period. See Section C-2.13; Training and Records Keeping, regarding FAS training.

C-1.9.2.4 Driver/System Operator, DSO (31362 Truck Driver, Medium Truck, 31363, Truck Driver Heavy Truck, or 31364, Truck Driver, Tractor Trailer depending on the specific class of truck the driver will operate): Driver/system operators shall be qualified to perform fuel servicing operations (refuel/defuel operations) by mobile fuel servicing equipment/trucks **and** truck supplied pantograph **or** hose **set**. Driver/system operators shall pass a Contractor administered base and flightline familiarization test, practical equipment/facility competency tests, and shall be certified, by the Contractor, as qualified and the individuals training records updated prior to the unsupervised operation of any fuel servicing equipment. The Contractor shall re-certify personnel annually or as requested by the COR. Operators shall be familiar with safety regulations applicable to aviation and ground fuel servicing operations on and around the airfield and supported activities and shall demonstrate a practical knowledge of and ability to inspect and maintain fuel servicing equipment and systems. Drivers/system operators may be required to make basic input to the Fuels Automated System (FAS) or maintain dispatch logs.

C-1.9.2.4.1 Limits of Duties: The term "system or pit operator" refers to a qualified fuel truck/system operator, a person who has been specifically trained to operate and control the equipment that make up the refueler and pantograph **or** hose **set** in the case of a truck/pantograph **or** hose **set** system, and the person designated to operate the deadman controls during fueling evolutions. Unless specifically tasked herein, the contractor shall not be responsible for the manning the fire watch, nozzle operator, or refueling coordinator (plane captain) positions. The unit receiving services will be responsible for providing all manning other than that of the fuel system or pit operator. Should the Contractor be tasked to provide other direct fueling system or hot pit crew members, see Section C-1.9.2.5, Aircraft Services Crewmember (ACSC), below.

C-1.9.2.4.2 Licensing: All drivers shall be licensed in accordance with the vehicle operating laws, regulations, and code for the state of New Jersey and shall possess a current/valid Commercial Drivers License (CDL) with the appropriate HAZMAT and tank truck endorsements for the state of New Jersey. They shall be/remain in compliance with all such requirements for the duration of their employment under this contract. The Contractor shall ensure that drivers required to operate vehicles and equipment on public roads are licensed for the class of vehicle to be operated on such public roads. Driver records appropriate to the class of license an employee holds, i.e., individual Department of Motor Vehicle (DMV) driving record, and a current record of physical examination or certification shall be maintained by the Contractor and made available for review by the COR on request. The Contractor shall ensure that all drivers' records are kept current for the term of the contract.

C-2.2.2.3.2 Direct Fuel Servicing Equipment: Reserved

C-2.3 Bulk Storage Operations

C-2.3.1 General: Bulk storage operations are not required under this contract.

C-2.5.1.2 Delivery: Ground fuels, regular unleaded gasoline (MUR) and jet fuel (JP8) used in lieu of diesel shall be delivered as scheduled to the activities outlined in [Exhibit of Products Issued](#). Unscheduled requests for ground fuel deliveries, for which there is no specific response time, received by the fuel dispatch center shall be accomplished within the time limits mutually agreed upon by the requesting activity and dispatcher. In addition, JP8 shall be delivered to the two (2) Jet Track service/storage tanks in the Jet Track area.

Table 2 Training Requirements

Training ⁽¹⁾
Base Driver Training and Familiarization to include Flightline Operations
Fire Prevention and Control
Confined Space Entry (as applicable)
Protection of the Environmental
Facility Response Plan (FRP)
Hazardous Communication
Hazardous Waste Operations and Emergency Response
Lock-Out/Tag-Out Procedures
Safe Transportation of Hazardous Materials
Fuel System Safety
Fuels Automated System (FAS) ⁽²⁾
Other training, i.e., Marine Terminal Operator, as may be required by state and local agencies and defined by the contracted activity.

(1) Except as may be specified by other sections of this contract, the government is not obligated to train or provide training to contract personnel. However, incidental training as may be mandated by the base and provided without cost to the Contractor, i.e., fire prevention or base/flightline familiarization, shall be fully documented within an employee's training record.

(2) New Contractors to the Alongside Aircraft Refueling Program shall hire FAS trained and certified personnel or arrange with the NOLSC Petroleum, Code N422C, to have dispatch personnel FAS trained and certified prior to the contract start date. Initial FAS training of new contractor personnel will be provided by the Government. Once initial (Government) training of contract personnel has been provided, the Contractor shall be responsible for the continued training of dispatch personnel within the contract organization. Additional DESC funded training of contract personnel may be made available on submission of justification to NOLSC Petroleum.

C-3.1.2.1 General: Truck and tractor chassis, to include motor tank vehicle chassis, provided under this contract shall be of the size, capacity, and condition that provides for an ease of operations fully intended by the truck manufacture, the complete safety of the driver/operator, and one that reflects the pride and professionalism of the Contractor. Truck and tractor chassis shall be of a standard, first class commercial design fully equipped and sized to tow/carry the cargo load to which they will be subjected. Subject to the minimum cargo tank capacity set forth in [Section C-3.1.3.2.1, Cargo Tank Capacity](#), the Contractor shall provide equipment that, when filled to capacity, will, to the maximum extent possible and practical, support the loads being carried. Tractors under 8,000-gallon refuelers shall be configured with three (3) axles rated at 12/20/20 thousand pounds or greater front to rear. 5,000-gallon motor tank trucks shall be configured with three (3) axles rated at 14/20/20 thousand pounds or greater front to rear. Single and dual product 2,000-gallon motor tank trucks used for the transport of ground fuels, aviation gasoline, used oils, and recyclable fuels shall be configured with two (2) axles rated at 10/19 thousand pounds or greater front to rear. Equipment providers shall comply with the most current version of *Federal Standard 794**; *Truck and Truck Tractor, Medium Commercial* for two (2) axle, 2,000-gallon motor tank trucks and *Federal Standard 807**; *Truck and Truck Tractor, Heavy Commercial* for three (3) axle 5,000 and 8,000-gallon trucks; however, alternative engine specifications [215 horsepower rated engines for three (3) axle vehicles and 175 horsepower rated engines for two (2) axle vehicles] and alternative transmission specifications [manual versus automatic] are expectable. Furthermore, as allowed by Section 1.2, Application [both standards], the components listed within the various truck and truck/tractor tables as “standard equipment” are, except as may be required for the safe handling as a fuel servicing vehicle or specified herein and references cited, waived. As outlined in the aforementioned standards, vehicle ratings shall be the manufacture’s published ratings. Component and vehicular ratings shall not be raised to meet the requirements of this or any other specification. Except as specifically modified herein, each truck/tractor shall be configured and maintained to meet the requirements set forth in [49 CFR, Chap III, Sub-Chap B, Part 393, Parts and Accessories Necessary for Safe Operation](#). All tractors of the same class shall be interchangeable with all trailers of the same class without modification to the tractor or trailer.

C-3.1.2.3 Radios: The Government will provide all radios.

C-3.3 Other Contractor Provided Equipment and Supplies

C-3.3.1 General: The Contractor shall provide the following equipment, supplies, materials, and services. In doing so, the Contractor shall adhere to all Federal, state, and local laws, rules, code, and regulations applicable to the products and services and the purchase, transport, use, storage, and disposition of hazardous materials that may be required to fulfill the conditions of this contract.

C-3.3.1.1 Radios: See [Appendix, B, Government Furnished Equipment, Supplies, and Services](#), regarding Government-furnished radios.

C-3.3.1.1.1 Radios for Government Use: Reserved

PREPROPOSAL CONFERENCE
NAES LAKEHURST, NJ
OCTOBER 5, 2004

SIGN IN SHEET (PLEASE PRINT)

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